

Mayor's letter will not be sent until today.

STRIKERS COMPLAIN THAT GUARDS ARE ARMED.

Another thing which Mr. Ashton said he had told the Mayor, but which Mayor Gaynor did not recall, was that strike breakers from Baltimore and Philadelphia were acting as guards for some of the wagons and were armed with rifles and clubs. Mayor Gaynor couldn't remember that any reference had been made to rifles and clubs being carried by strike breakers. If these things were spoken of it must have been in a very low voice, he said.

The Mayor hadn't heard apparently of the order issued on Monday by Deputy Commissioner Driscoll to arrest any one carrying arms without a permit, no matter what the excuse, and he said that he would look into the matter at once. Commissioner Driscoll arrived at about this time and told the Mayor that neither the complaint that policemen were acting as drivers nor the complaint that armed strike breakers were at large was true.

He reported that the strikers' committee had threatened in the conference with the Mayor that unless the police were taken off the wagons a general strike would be called at midnight, was also denied, the Mayor saying that no threats of any kind were made by the committee.

The committee that visited the Mayor was made up of Valentine Hoffman, vice-president of the International Brotherhood of Teamsters; William H. Ashton, George W. Prescott of the Street Cleaning Department Drivers, affiliated with the teamsters' organization; Jerome J. Connelley, coach drivers' Union; and Joseph Murphy of the Chauffeurs and Cab Drivers Union.

OTHERS WHO MAY STRIKE.

Mr. Ashton had with him a long list of drivers' unions that he said probably would go on strike within a few days. If the trouble was not settled, he added that these unions had not been asked to strike and that the present troubles had not originated with the International Union. The strike, he said, was hardly a strike as yet, but rather "a sporadic protest" on the part of the express helping men. These men, he said, were only asking for an eleven-hour day. He added:

"What we believe, while we do not advocate it, is that the more hot-headed the men are, the more likely they are to be struck by the police. It is to be decided upon a general strike and tie up everything—trucks, mail wagons, delivery wagons—everything."

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Quality is in the very air

## LA MARQUISE CIGARETTES

of a "vintage"

An after-dinner rhapsody

not on horse, but had merely quit because they were afraid of hard names and harder bricks. At the United States company's office it was said that every one of the company's drivers would go to work at once if they were sure they wouldn't be molested. It was said there, too, that there was nothing to worry the officers in the situation in New York, but that the situation in Jersey City was the big trouble.

PACK OF POLICE: LITTLE TROUBLE.

Down along Trinity place near Rector street and at Rector and Greenwich streets, where there are many express company depots, enough police were stationed to man a fort. They found little to do.

But I don't envy the cop on the wagon seat, said a young policeman from an outlying precinct who was putting in time looking at the tall buildings. "Most of those drivers don't know any more about a horse than a pig does about Sunday, and it's a long way from the seat to the cobblestones."

After nightfall the policemen in this district got a little excitement. They escorted a restaurant strike breaker brought here from Philadelphia. A crowd of men and boys with not a few women followed the procession, but there were too many police around to encourage attack.

There were several skirmishes in Harlem in the early part of the day, but none of them was serious. Three men who took part in a fight that centered around an Adams Express wagon at 130th street and Lenox avenue were caught and taken to the Harlem police court, where the Magistrate sentenced them to ten days each in the workhouse. The special reserve force of 100 men stationed at Police Headquarters received only one call yesterday and that was a false alarm.

SCRAPS LAST NIGHT TROUBLED.

There were several scraps last night. The Adams Express Company appealed to the police for protection for sixty strike breakers whom they wished to transfer from their Fifty-fifth street stable to their Forty-seventh street stable. Their Forty-seventh street stable, eight blocks across town, East, Callahan was sent out from the Fifty-fifth street station with sixteen police who had been doing duty for twenty out of the last twenty-four hours.

When Callahan and his men got to the stable they found that the company wanted the men to walk the whole distance. There was a crowd waiting for any possible movement. When the policemen with the strike breakers reached Third avenue the crowd closed in and the strike breakers set out hot foot to the west, with the policemen keeping off the crowd as well as they could. At Washington avenue the crowd divided, following through Fifty-fifth and Fifty-seventh streets in order that they might meet the party of strike breakers and policemen at Park avenue. The police, who were in a crowd, who were throwing bottles and stones, with their nightsticks, laying many of them out on their backs.

At Washington and Morris streets last night Serg. Farrell and some policemen were escorting a Boston strike breaker, David Hurd, to his work. A gang went along with him and the policemen had to defend their convoy. When they came back he was stretched out on the sidewalk with a deep scalp wound. Ferdinand Meyer, a clerk, of 390 Chaucery street, who had no interest in the strike, was found lying near the curb at Liberty and Church streets last evening. He was badly bruised, but was brought around and picked up by Thomas Grady, of 45 Warren street as the man who had hit him.

Magistrate Brown of the Yorkville court, which is holding its sessions in the West Side court building, ordered the latter court, said yesterday that they had decided to show no leniency to men brought in by the police from the riotous district in connection with the strike.

"We have agreed," he said, "and I want the strikers and their sympathizers to take notice that hereafter all those who are brought in by the police from the riotous district shall be fined as herebefore, but shall be committed to the workhouse."

Magistrate Brown fined two men \$10 each for stoning an express wagon on Park avenue at Forty-seventh street.

Harry Mooney, a strike breaker from Philadelphia, went to Magistrate Brown's court to complain that Dennis Burns, a striker, of 133 Bowery, had stolen his whip. Burns was fined \$1, and then the Magistrate asked Mooney why he had come to New York.

"Well," said Mooney, "I was a striker in the Philadelphia street car strike. Now I'm here to get my money."

J. F. Cleary of the New York district council of the teamsters said last night that the employees of the Roth Transfer Company, who are employed by the company to deliver for some of the dry goods houses and the O. K. Express were out. The wretched checkers and porters at the Westcott company's people, he said, had gone out in Brooklyn.

Register Max S. Grifenhagen, part owner of the house at 302 West Twenty-second street, was arrested yesterday by rioters because Waddell Mahon, who furnish strike breakers, have rooms there, got an order from Supreme Justice Justice Sizer, for the arrest of Waddell Mahon to show cause why they should not refrain from using the premises for housing strike breakers.

### WILL APPEAL TO GOV. FORT

EXPRESS HEADS HAVE NO FAITH IN JERSEY CITY POLICE.

Local Order Restricting Movements of Wagons to Certain Hours Considered as an Admission of Incompetence. Strikers Take and Lose \$11,000 Van.

The principal express companies affected by the strike of the wagon helpers have notified Gov. Fort of New Jersey and Mayor Wittmann of Jersey City that they are not getting adequate police protection in Jersey City and that they intend to hold the city and State responsible for all losses sustained by reason of this lack of protection.

Early in the day the companies received at the New York office copies of orders issued by the Jersey City Police Board governing the movements of express matter. The heads of the companies didn't like the regulations and wrote back saying that they considered them an admission by the Jersey City authorities that the latter are unable to protect the streets from mob violence. The express company heads wrote that they would appeal to the Governor of New Jersey for aid.

The communication from the police board which led to this action is headed "Strike Circular to Express Companies." It lays down the following rules:

Express companies operating wagons and business in Jersey City shall be guided by the following rules during the period of the present strike:

1. No wagon will be moved through the streets after 10 o'clock or otherwise after the hour of 5:30 P. M. or before the hour of 8 A. M.

2. All movements of wagons between the above hours shall entail one hour's notice to the police.

3. No two companies shall move wagons at the same hour either to or from stables and the police shall decide in a manner which and the order in which all such movements shall take place.

4. The above rules shall apply in the matter of hours to the movement of strike breakers.

5. All movements of any character entailing police protection shall not be permitted by the police without at least one hour's notice.

6. The above rules shall not be altered except by action of the Police Commissioners.

PROTEST FROM FRANK H. PLATT.

The officers of the companies after conferring on the police board communication gave out the following letter addressed to the board and signed by Frank H. Platt of the United States Express Company, Alhambra, N. Y., general counsel for the companies, said that the letter represents the attitude of all the companies toward the order.

Board of Police Commissioners, Jersey City.

Sirs: The United States Express Company acknowledges receipt of your circular of October 31, 1910, entitled "Strike Circular to Express Companies," and protests against the same as not a reasonable police regulation and as forbidding and preventing the lawful use of the streets of your city by the company and its employees. In our judgment it constitutes a failure to protect the company in doing its lawful business and in effect is an expulsion of the company's business from your city. Further, in our judgment it is also an unlawful interference with interstate commerce.

As you already understand, the company needs to use the streets between its stables and its railroad station in Jersey City in the early morning and the evening hours. Your regulation that no wagons shall be moved through the streets before 8 A. M. or after 5 P. M. is particularly injurious to the company, unreasonable and unlawful.

Your regulation that employees of the company shall not move through the streets between 5:30 P. M. and 8 A. M. is also an arbitrary and unlawful exercise of power.

As to your rules requiring that an hour's notice shall be given to the police of wagon movements in the streets, the company will acquiesce in such rules.

These rules constitute an admission by your city authorities that they cannot protect the streets from mob violence and impose the duty of calling upon the Governor for aid.

FRANK H. PLATT.

NEW YORK AND JERSEY POLICE CONFERENCE.

Mr. Vandiver, speaking for the companies, said:

"Some of the companies called the strike circular to the attention of Gov. Fort and Mayor Wittmann as constituting an admission by the city authorities of Jersey City that they cannot protect its streets from violence and as requiring action by the State. The companies notified both the Mayor and the Governor that they would endeavor in every legal way and to the full extent to hold the State and the city responsible for all losses that they may sustain by reason of the failure to furnish adequate protection to their business."

"The New York police have done everything that could possibly be done to give protection to business and suppress rioting. There has been no attempt at violence or rioting which has not been well handled by the New York police and much of the business of the express companies has been kept moving in New York city and is steadily increasing. The greater part of the difficulty is in Jersey City, where large express terminals and stables are. The failure of the Jersey City and New Jersey authorities to properly protect the express wagons when moving through the streets of Jersey City is the cause of most of the present trouble."

COMPANIES WILLING TO MEET THE MEN.

A statement in explanation of the conference between the express companies, officials, Gov. Fort and Mayor Wittmann, held on Monday night in Jersey City, was also made by Mr. Vandiver.

"On Monday," says the statement, "Gov. Fort asked the officers of the express companies to meet their former employees. The express companies' officers told Gov. Fort that they had always been willing to do so. After a discussion the following was arranged:

"That the various express companies in Jersey City will each separately meet a committee of six or eight of their former employees to discuss the matter of re-employment. Up to the present time

nothing further has been heard by the officers of the express companies from Gov. Fort or any committee. The attitude of all of the express companies in regard to their former employees is identical."

STRIKERS CAPTURE \$11,000 VAN.

Strike pickets gave the police a good deal of trouble in Jersey City last night by holding up vans and wagons suspected of carrying express packages. Late in the afternoon a van owned by the Doehrmann Van and Express Company containing \$11,000 worth of goods was captured by strikers at Greve and Grand streets. The van was forced open. George Reiss, the driver, of 104 East 103d street, New York, who says he is the son of a clergyman, was rescued by the police.

The van was taken to the City Hall station, and late last night the company made a demand for it. Samstag & Hilder, fancy goods and notions, of 337 Broadway, New York, who had hired the Doehrmann company to cart the stuff to the Adams, Wells-Fargo and American Express companies in Newark for shipment, asked Gov. Fort to lock the packages until to-day. The bundles were placed in a vault in the basement of the City Hall.

A second Doehrmann van also bound for Newark was held up by pickets at lower Grand street last night. Three men on the van were beaten in the rush of strikers. The rig was sent back to New York loaded.

Later a small riot took place in Grand street when a gang tackled two trucks owned by B. Umansky, a Newark truckman, and tried to overturn them. The police made a quick dash and used their clubs in the strikers' wild scramble to escape.

The supply of feed at the Adams Express company's stables was so low yesterday that the S. P. C. A. was obliged to cart 300 bags of grain to the barn.

GOV. FORT NOT TALKING.

Gov. Fort said yesterday afternoon at his home in Spring Lake, N. J., that he did not anticipate any marked change in the Jersey City strike situation in the next twenty-four hours. The statement was made in answer to a question as to whether the Governor would call a conference with Mayor Wittmann and representatives of the express companies had at Jersey City on Monday night. The Governor said he was not at liberty to discuss the proposition considered at the conference at this time. He intimated that a statement might be made a little later.

The letter from Mr. Platt went by special messenger to the Governor, who said he was in his hands last night. The Governor wouldn't discuss the situation, but he is going to Trenton this morning and may then have a conference with Wilbur F. Sadler, Jr., Adjutant-General of the New Jersey Militia. Gov. Fort was to have spoken to-night at Taunton, Mass., but he has postponed the address.

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### NEEDS OF TURKEY TO-DAY.

Dr. Bliss and Ambassador Straus Say Other Nations Should Keep Hands Off.

Dr. Howard S. Bliss, president of the Syrian Protestant College at Beirut, spoke last evening in the chapel of the Teachers' College to the round table on "Turkey and Its New Era." Prof. R. J. H. Gottlieb of Columbia added some remarks on the causes behind the recent Turkish revolution, and Ambassador Oscar S. Straus discussed informally the present situation of the new Turkish Government and its future. Walter H. Page, president of the round table, presided.

Dr. Bliss said the expression "unspeakable Turk" is a misnomer as the common people are concerned. Although the new Constitution of three years ago has died there is hope that a new and better constitution will soon appear.

Discussing the revolution Dr. Bliss said that the attempts of the Turkish Government to quash insurrection by exiling the progressive leaders from Constantinople only resulted in furthering the revolution. The revolution had been planned for October, was precipitated in July by an increase of the Sultan's forces of spies throughout the empire. When the new constitution was announced the people were dazed and could not at first believe the tidings. Such words as "association" and "liberty" had been tabooed for the native press.

A set of Shakespeare belonging to Dr. Bliss had been confiscated at the frontier because, in the play, Macbeth, the King was killed. Bibles with maps, and the geography of Dr. Bliss' church were also seized, and although the Doctor assured the officials that the "kingdoms of Israel and Judea" in Turkish territory, as mentioned by these books, had existed thousands of years ago, the officials pointed to the date 1900 on the title page and bore away the books.

What is needed for the future, Dr. Bliss said, was the Young Turk movement to educate the people and to train new officials. The encroachments of Christian nations are preventing this education, and so, said Dr. Bliss, the government must devote all its resources to an army and navy for defence. The seizure of Herzegovina by Austria Dr. Bliss called deplorable.

Prof. Gottlieb of Columbia told of the work of literary men of Turkey for forty years in promoting free thought, the work of the American colleges, notably the Syrian College at Beirut, and the influence of the women of Turkey, who have aided to a grasp of their country's needs.

Ambassador Straus repeated with vehemence Dr. Bliss' assertion that if the Young Turk movement were left alone by the Christian nations they would work out their own salvation, solve the "Eastern question" and make Turkey an example to the rest of the Eastern world.

MRS. HAGAN WIDOWED AGAIN.

Report That She Will Seek a Share of Dentist Delabarre's Estate.

MOUNT VERNON, N. Y., Nov. 1.—It is understood that Frances Freeland Hagan Delabarre, widow of Dr. Walter E. Delabarre, a dentist, who died at his home on Central avenue, White Plains, last Sunday, will make a fight for her share of her husband's estate.

Mrs. Delabarre was the widow of Theodore Hagan. On Hagan's death his widow turned over to Dr. Richard C. Flower, New York, his patent medicine business, for investment of \$250,000 of property from her husband's estate, although she was neither executrix nor administratrix.

Subsequently Isaac Hagan, brother of the dead man, brought suit for an accounting. Dr. Flower was arrested in the course of this proceeding, but jumped his bail. Hagan's estate was shunted, but it had been buried too deep for the autopsy to be of value and a settlement of the estate was effected.

The Delabarres had not lived together for some eight years prior to Dr. Delabarre's death. Horace E. Deming of New York is attorney for the mother and daughter of Dr. Delabarre. The dentist was 52 years old.

CITY FERRYBOAT DISABLED.

United States Lends a Hand and Saves the Cost of a Tow.

The municipal ferryboat Manhattan, bound from Staten Island for the Battery with about three hundred passengers aboard, went out of commission yesterday morning off Robin's Reef, a low passory cylinder having become damaged by the skipper, Capt. Griffin, blew his whistle for help and a tug of the Quartermaster's department took hold of the ferryboat and towed her to the Battery. The city thus saved the cost of a towing tug. The passengers were landed at the usual place, foot of Whitehall, a bit late and the ferryboat was withdrawn for repairs, the old Broadway taking her place.

The Sterrett Makes 32.33 Knots.

ROCKLAND, Me., Nov. 1.—The new torpedo boat destroyer Sterrett attained a speed of 32.33 knots an hour on one run of her standardization tests to-day. She averaged 31.53 knots for five runs over the mile course. Her highest speed was more than a knot slower than the best run of the Drayton, a sister ship.

Gives Up Adopted Father's Name.

Dorothy Vesser Schneider of 2180 Broadway may change her name back to Dorothy Vesser Griffin under an order of Supreme Court Justice McCall. Miss Schneider said that she is the daughter of a Jewish mother and a Christian father. She was adopted by James Henry Schneider and Frederick W. Schneider. They have since died and left her their property and she wants to resume her family name.

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## Hear the Victor at Aeolian Hall Today

This afternoon there will be a Victor recital at Aeolian Hall. This recital assures you not only a rare musical entertainment, but will give you an introduction to the Victor as it appears in company with the world's most renowned musical instruments.

You are cordially invited to be present and hear the Victor in its new and altogether exceptional surroundings. No cards of admission are required.

### PROGRAM

BEGINNING AT 3 P. M.  
No Cards of Admission Required

Mr. Dion W. Kennedy—At the Organ

Mr. W. E. MacClymont—At the Piano

Waltz, Op. 34, No. 1 - - - Moszkowski

Piano

Lost Chord - - - - - Sullivan

Mme. Louise Homer

Victor Auxetophone and Aeolian Pipe Organ

Overture, Midsummer Night's Dream, Mendelssohn

Aeolian Pipe Organ

Home to Our Mountains, "Il Trovatore" Verdi

Mme. Louise Homer

Victor Auxetophone and Aeolian Pipe Organ

Dance Creole, Op. 94 - - - Chaminade

Piano

Liebestod "Tristan and Isolde" - Wagner

Mme. Louise Homer

Victor Auxetophone and Aeolian Pipe Organ

Scherzo from Sonata, Op. 35 - Chopin

Piano

Celeste Aida—Aida - - - - - Verdi

Enrico Caruso

Victor Auxetophone and Aeolian Pipe Organ

The Victor is now a permanent feature of Aeolian Hall. In the department devoted to its exhibit and sale, every facility has been provided to give to it a representation superior to anything heretofore attempted in connection with instruments of this character.

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